3.16 ECONOMIC IMPACTS

3.16.1 Studies and Coordination

Direct economic impacts are impacts that would occur during construction and impacts that would result directly from construction and operation of the alternatives. In the economics analysis, these impacts are characterized as follows:

- Direct property tax impacts: Estimates of the potential impacts to the tax base of local jurisdictions from the loss of taxable property for the project.
- Localized business impacts: Estimates of the relative potential for loss of business revenue to firms located near projects that may be affected negatively by construction and operation of the alternatives.

Construction spending impacts (temporary jobs and income that may result from expenditures during construction) may also occur. These impacts are discussed below, but are not used in the evaluation of alternatives.

Other economic effects may occur in relation to long-term economic development trends. Those trends may include the overall level of economic activity in the region and spatial patterns of development.

In addition, employment, income, and property values in the region may be influenced by changes in mobility and accessibility provided by the alternatives. For example, future levels of congestion could make the region and study area less attractive to other areas of the country to firms seeking to locate or expand operations.

The relative success of industries and firms that are important to the success of the region's economy (e.g., aircraft manufacturing, computer software, biotechnology, forest products) is an important determinant of the level and location of employment and income in the region. The mix of industries in the regional economy also influences travel demand, as some industries (retail and services) tend to result in more trips per employee than other industries (manufacturing).

Information on property taxes was obtained from the King County Department of Assessments and the Snohomish County Assessor's office. Results of DRAM/EMPAL model runs prepared by the PSRC were used in the evaluation of secondary impacts. PSRC and the Washington State Department of Revenue provided information on population, households, employment, and taxes.

Evaluation of the potential effects of tolls and managed lanes will be provided in subsequent project-level environmental analysis, documentation, and review when a proposal has been adequately defined.

3.16.2 Methodology

The economic analyses in this section are based on the *I-405 Corridor Program Draft Economics Expertise Report* (CH2M HILL, 2001) herein incorporated by reference.

3.16.2.1 Property Tax Impacts

Estimates of the loss of taxable property for project right-of-way were prepared. Estimated right-of-way market values, provided in the Displacements report, are used as an estimate of the assessed value of lost property. Each project (or portion of a project) was assigned to a jurisdiction, and average property tax levies for that jurisdiction were used to estimate the amount of property tax revenue that would be affected by the project. These impacts are called direct property tax impacts.

Direct property tax impacts are a general measure of the fiscal impact to jurisdictions. While specific estimates of all tax impacts to jurisdictions from the project (such as sales and parking) were not possible, direct property tax impacts provide a rough indicator of the magnitude of fiscal impacts that may result from an alternative. Possible long-term effects of the project are discussed as secondary impacts.

3.16.2.2 Localized Business Impacts

Reductions in the business revenue of firms affected by construction can result both from overall congestion that affects freight mobility, and from the localized impacts of restricted access, reduced parking, dust, and noise. Overall congestion would depend on the number of lane miles affected during construction and the specific methods used during construction (which are unknown at this time). Localized impacts would be most severe in alternatives with relatively more improvements to arterials and other roads that currently provide direct access to businesses. For this report, the localized business impacts of alternatives were evaluated using professional judgement after a review of aerial photos combined with local knowledge.

3.16.2.3 Construction Spending Impacts

One potential benefit from the alternatives is the potential for a temporary increase in jobs and income in the region resulting from construction spending. Expenditures during construction would result in demand for construction materials and jobs. These expenditures are considered direct impacts. These direct impacts lead to secondary impacts as the output of firms in other industries increases to supply the demand for inputs to the construction industry. Finally, wages paid to workers in construction trades or supporting industries are spent on other goods and services; these are referred to as induced impacts. Direct, secondary, and induced impacts may occur in the region from construction of the projects within an alternative. In the evaluation of impacts, construction spending impacts are not evaluated specifically. Instead they should be recognized as a general impact that will vary roughly in proportion to the construction cost of the alternatives.

3.16.2.4 Regional Economic Development

Changes in regional economic development that may result from each alternative are discussed qualitatively based on the results of research into the relationship between transportation investment and economic growth. That research indicates that while the effects are difficult to measure, transportation investment generally has a small positive effect on regional economic output. Business growth associated with highway investment can be attributed to increased productivity through improved access to markets, an increase in available inputs and labor, decreased travel time, and increased mobility throughout a region. A firm's decision to relocate is based in part on the availability of those benefits and can result in decreased prices for consumers, increased wages for workers, and greater product innovation.

Congestion is a problem faced by both individuals and firms in their desire to seek out markets to buy and sell goods and services. Congestion is often cited as an important factor in firms' decisions to locate in an area and in the locational decisions of highly skilled workers. While congestion is a cost that is passed on to consumers, market density provides substantial cost savings that can also be passed on. This contradicts the assumption that congestion is always undesirable for firms and individuals. Some businesses, such as retail establishments, might derive benefits from congestion because consumers frequent the establishment to escape the congested roadway. On the other hand, firms that rely heavily on the distribution of goods and services are more likely to be adversely impacted by high levels of congestion. Thus, the extent to which congestion affects economic activity is dependent on a host of other related factors and is difficult to generalize.

Transportation investment can also influence the spatial pattern of regional growth. Potential changes in spatial growth patterns are presented based on results from the Puget Sound Regional Council's DRAM/EMPAL activity model. This model simulates some of the basic locational dynamics among and within geographic sub-areas of the region, given conditions or forecasts for the region as a whole. The models are spatial interaction models that are based on household demand for residential sites and the transportation accessibility of locations to jobs and residences within the urban area, subject to regional control totals. They predict a future-year distribution of population, households, jobs, and land use for a set of base-year conditions, zone-to-zone travel costs, and regional totals. When travel times between zones change in different alternatives, subject to land use constraints, different spatial patterns of growth result. The results of the model runs for each alternative were used to comment qualitatively about the potential for changes in economic development and growth patterns resulting from the alternatives.

3.16.3 Affected Environment

3.16.3.1 Population, Households, and Employment

Historic and forecast population, housing, and employment are shown in Table 3.16-1. As shown, approximately 564,400 people lived within the corridor in 1997, an increase of about 56,000 since 1990. By 2020, the population of the corridor is expected to reach nearly 765,000, an increase of more than 200,000 people from 1997. On a percentage basis, population is projected to grow at a rate similar to that of recent years (forecast annual growth from 1997 to 2020 of 1.6 percent versus 1.5 percent from 1990 to 1997).

Table 3.16-1: Population, Employment, and Housing in Corridor

	Year			Average Annual Growth	
	1990	1997	2020	1990-1997	1997-2020
Population	508,600	564,400	764,700	1.6%	1.5%
Households	195,800	219,300	325,300	1.7%	2.1%
Employment[a]	323,200	408,600	552,700	3.8%	1.5%

[a] Excludes resources (agriculture, forestry, fishing, and mining) and construction.
Source: Puget Sound Regional Council

Households in the corridor are forecasted to increase by 106,000, from about 219,300 in 1997 to 325,300 in 2020. The forecasted annual rate of household formation from 1997 to 2020, 2.1 percent, is greater than the recent past (1.7 percent from 1990 to 1997) and is also greater

than the forecast annual rate of population growth. This means that number of persons per household is forecast to decline. This is relevant because travel demand typically correlates more closely to household formation than population.

As of 1997, approximately 408,600 employees were employed at businesses located within the corridor. From 1990 to 1997, employment grew at a rather rapid rate of 3.8 percent per year, on average. By 2020, an additional 144,000 people are forecast to be employed within the corridor, which translates into a more moderate average annual growth rate of 1.5 percent.

Some insight into trends in the corridor's economic base can be gained by examining historic and forecasted employment by industry. The service sectors will continue to be an increasingly large proportion of the corridor's economy, increasing from a 31 percent share of employment in 1990 to a 44 percent share in 2020. Most of the relative decline comes from the manufacturing sector; in fact, fewer workers are forecasted to be employed in manufacturing in 2020 than in 1990.

Population and households in the corridor have declined slightly as a percent of the four-county Puget Sound region total in recent years, in part because the corridor's housing stock is relatively high-priced. In the years ahead, the percentage of the region's population and households within the corridor is forecast to remain about what it is today.

The trend to increased service employment at the expense of manufacturing is evident throughout the region, although the corridor's share of total regional manufacturing is expected to decline from 31.5 percent in 1997 to 29.2 percent in 2020. This has implications for travel demand as, in general, manufacturing facilities generate fewer trips per employee than retail or service businesses. Retail businesses generally produce the most trips of all the business types, and the I-405 corridor has a greater share of four-county retail employment than total employment. Thus, we can expect somewhat greater travel demand per employee within the corridor compared to the rest of the region.

3.16.3.2 Major Employers

The largest private-sector employers located on the Eastside include three of the largest companies in the state: Boeing, Microsoft, and Paccar. The Eastside is defined to be a bit larger than the I-405 corridor boundaries and includes the cities of Bellevue, Bothell, Issaquah, Kirkland, Mercer Island, Redmond, Renton, and Woodinville. The Boeing Company employs over 21,000 people at its complex in Renton, and an additional 2,700 employees at the other locations on the Eastside. Microsoft employs approximately 10,900 people at its Redmond campus headquarters and various other locations in the corridor. Hospitals and other health care organizations provide jobs for over 4,500 people. Evergreen Hospital Medical Center and Overlake Hospital Medical Center employ 1,600 each, while Valley Medical Center in Renton and Group Health Cooperative of Puget Sound add approximately 1,400 and 900 jobs, respectively. The telecommunication industry continues to grow with the boom of the Internet and personal communication services technology. Combined, AT&T Corp., US West Communications, and Western Wireless Corp. employ a total of over 3,000 people on the Eastside.

The Eastside is known as a high technology center with many fast-growing technology-based companies. Recent estimates by the PSRC indicate that 58 percent of the high tech employment in King, Pierce, and Snohomish counties is located within the I-405 corridor, and from 1995 to 1998, high tech employment within the study boundaries grew by 38 percent.

3.16.4 Impacts

3.16.4.1 No Action Alternative

Direct Property Tax Impacts

The direct effects of the No Action Alternative on property tax receipts are or will be evaluated as part of environmental analysis, documentation, and review for the individual projects contained therein.

Localized Business Impacts

Under the No Action Alternative, there would be relatively little impact on local businesses during construction because of the relatively few committed transportation improvements in this alternative.

Regional Economic Development

Under the No Action Alternative, the extent to which congestion could adversely affect overall growth is uncertain. Current research indicates that overall levels of employment and income in the region are not expected to change substantially based on the level of congestion on the regional road network. However, there is a point at which congestion can influence firms and workers to locate elsewhere. Several major employers in the region have recently indicated that current congestion levels are becoming a major negative factor when weighing where to establish new facilities to meet projected business growth.

The Growth Management Act (GMA) requires local jurisdictions to adopt and enforce concurrency ordinances precluding approval of a proposed development if that development would cause the level-of-service of a transportation facility to fall below the jurisdiction's adopted standard, unless transportation improvements or strategies to accommodate the impacts of the development are made within six years the development. The local jurisdictions in the I-405 study area are facing serious traffic concurrency problems. If these issues are not adequately addressed by 2020, it is likely that projected growth would not be realized as planned. This could occur due to the effects of concurrency regulations limiting development or due to individual businesses and workers choosing to relocate outside of the study area or region to avoid the effects of congestion.

The existing concurrency problems in most of the local jurisdictions would be exacerbated in the future under the No Action Alternative. The analysis results show virtually every jurisdiction within the study area would reach or exceed concurrency levels by 2020. The land use analysis (Section 3.13) shows that the No Action Alternative may contribute to unintended growth and development outside the I-405 study area and urban growth area, partially due to impaired transportation accessibility.

3.16.4.2 Alternative 1: HCT/TDM Emphasis

Direct Property Tax Impacts

There would be some fiscal impacts to jurisdictions from implementation of any of the action alternatives. None of these impacts are expected to be substantial from an economic perspective.

The estimated direct property tax impacts of the 4 action alternatives due to the loss of taxable property for project right-of-way are shown in Table 3.16-2.

Table 3.16-2: Direct Property Tax Impact of Action Alternatives on Affected Jurisdictions

Jurisdiction	2000 Assessed Value	Total Property Tax Collected within Each Jurisdiction [a]	Property Tax Loss as a Percentage of Total Property Tax Collections of Each Jurisdiction				Preferred Alternative
			Alt 1	Alt 2	Alt 3	Alt 4	
Regional Total	**$106,087,816,772**	**$1,386,424,742**	**0.3%**	**0.4%**	**0.4%**	**0.6%**	**Minor increase from Alternative 3**
Bellevue	$14,980,866,542	$171,133,093	0.7%	0.7%	0.6%	0.4%	Minor increase from Alternative 3
Bothell	$1,407,617,139	$19,263,237	2.4%	4.3%	4.2%	7.3%	Minor increase from Alternative 3
Issaquah	$1,406,998,956	$17,934,291	0.1%	0.1%	0.0%	0.0%	Similar to Alternative 3
Kenmore	$1,458,279,815	$20,578,229	0.0%	0.0%	0.0%	0.0%	Minor decrease from Alternative 3
Kent	$6,468,268,324	$91,186,236	0.0%	0.0%	0.0%	0.0%	Similar to Alternative 3
Kirkland	$5,181,359,025	$62,003,605	0.4%	1.9%	1.5%	3.1%	Similar to Alternative 3
Lynnwood	$2,632,186,036	$33,069,469	0.8%	0.9%	0.0%	0.0%	Similar to Alternative 3
Medina	$1,240,200,931	$12,189,364	0.0%	0.0%	0.0%	0.0%	Similar to Alternative 3
Mercer Island	$4,230,744,382	$44,619,842	0.0%	0.0%	0.0%	0.0%	Similar to Alternative 3
Mill Creek	$962,012,640	$13,834,319	0.0%	0.0%	0.0%	0.5%	Minor increase from Alternative 3
Newcastle	$775,438,023	$9,784,884	1.0%	1.8%	2.5%	2.1%	Minor increase from Alternative 3
Redmond	$6,213,635,958	$73,611,454	0.5%	0.5%	0.2%	0.3%	Minor increase from Alternative 3
Renton	$4,513,567,131	$60,107,866	1.2%	1.4%	1.5%	1.9%	Minor increase from Alternative 3
Sammamish	$3,810,373,196	$51,676,329	0.0%	0.0%	0.0%	0.0%	Similar to Alternative 3
SeaTac	$2,690,612,418	$36,368,534	0.0%	0.0%	0.0%	0.0%	Similar to Alternative 3
Unincorporated Snohomish County	$17,260,864,432	$240,392,059	0.0%	0.0%	0.3%	0.5%	Similar to Alternative 3
Tukwila	$2,747,207,313	$37,842,575	0.6%	0.8%	0.2%	2.0%	Minor increase from Alternative 3
Woodinville	$1,286,776,207	$17,892,321	0.0%	0.1%	1.0%	1.0%	Similar to Alternative 3
Unincorporated King County	$26,820,808,304	$372,937,037	0.0%	0.1%	0.1%	0.1%	Similar to Alternative 3

[a] Total property tax collected includes levies for county and local government operations, schools, water, hospital, libraries, emergency medical services, flood, fire, and other. Estimated by multiplying 2000 assessed value by the average levy ($/$1,000 value) in each jurisdiction.
Source: Washington State Department of Revenue: http://dor.wa.gov/reports/proptax00/tables/table21-s.xls

The right-of-way required for the projects would consist of developed and vacant parcels that are zoned for various land uses and designated either taxable or tax-exempt property. The taxable property acquired would be removed from the jurisdiction's tax roles. To the extent this impact would be measurable, tax levies would increase in order to collect budgeted funds, or expenditures on public services would decline. In the long run, second-order fiscal impacts would be likely to occur as a result of shifts in regional growth patterns resulting from the transportation improvements.

Alternative 1 would have the lowest direct property tax impacts of the action alternatives. Impacts would be somewhat less than those of Alternatives 2 and 3 and much less than those of Alternative 4.

As shown in Table 3.16-2, the taxable property in the right-of-way acquisitions for Alternative 1 would account for less than one percent of the property taxes collected in the affected

jurisdictions. The property tax impact in the City of Bothell would represent approximately two percent of the total property tax collected within the City. The property tax impact for the cities of Newcastle and Renton would account for approximately one percent of the total property taxes collected in the cities. All of the other affected jurisdictions would be likely to have direct property tax impacts of less than one percent.

Localized Business Impacts

It is anticipated that there would be some localized impacts to businesses from implementation of any of the action alternatives. None of these impacts is expected to be substantial from an economic perspective.

Alternative 1 would have the fewest localized business impacts of the action alternatives. Construction impacts would include development of the fixed-guideway high-capacity transit system (HCT), and a series of basic improvements to I-405 including improved interchanges, auxiliary lanes, and increased on-ramp capacity, all emphasizing limited widening options. There would be localized impacts associated with temporary restricted access for both customers and business suppliers in the form of temporary or partial road or lane closures and reroutes along I-405, which may result in short-term potential revenue losses for the affected businesses. Total construction impacts along arterials would be limited compared to the other action alternatives.

Compared to the other alternatives, the most direct impacts of Alternative 1 would be those associated with the fixed-guideway HCT system in the area from SeaTac to Renton's central business district. Expanding the HCT system in this area would require the acquisition of right-of-way not contained within the existing Burlington Northern Santa Fe Railroad (BNSF) right-of-way. Much of the right-of-way that would be used in this area is found along arterials. Construction within this arterial right-of-way would likely have a greater impact to businesses than to businesses that abut I-405.

The degree to which fixed-guideway HCT would affect the livelihood of the surrounding businesses would depend also on whether the system is constructed at-grade, elevated, or within a tunnel. For sections of the HCT system represented by a tunnel, the potential loss of revenue to businesses along the route would be limited. Negative impacts to local businesses would be most substantial for at-grade sections, followed by elevated sections of the system.

Regional Economic Development

Alternative 1 and the other I-405 Corridor Program action alternatives would assist local jurisdictions in the I-405 study area to better manage their long-term concurrency problems. The areas identified for focused growth (e.g. Kirkland/Redmond and Newcastle/Renton/Kent) would be better able to accommodate this planned growth consistent with adopted land use plans. Existing businesses may be more likely to remain within the study area and/or expand operations, while new businesses and workers could be accommodated within a more functional transportation system.

3.16.4.3 Alternative 2: Mixed Mode with HCT/Transit Emphasis

Direct Property Tax Impacts

Alternative 2 would have somewhat greater property tax impacts than Alternative 1, similar impacts to Alternative 3 and the Preferred Alternative, and fewer impacts than Alternative 4.

As shown in Table 3.16-2, the direct property tax impact in the City of Bothell would represent approximately four percent of the total property tax collected within the City. The direct property tax impacts to the cities of Kirkland, Newcastle, and Renton would account for approximately one percent of the total property taxes collected in the cities. All of the other affected jurisdictions would have direct property tax impacts of less than one percent.

Localized Business Impacts

Alternative 2 would result in greater impacts to local businesses than Alternative 1, but fewer impacts than Alternative 3, the Preferred Alternative, or Alternative 4. Construction impacts affecting local business activity would be likely from the development of the fixed-guideway HCT system, basic improvements to I-405, improvements to arterials, construction of high-occupancy vehicle (HOV) arterials in and around the urban centers throughout the I-405 corridor, and expanding I-405 by one lane in each direction.

Most of the transit improvements would use the existing capacity of transit lanes and rail lines, with the exception of the area between SeaTac and Renton's central business district, the impacts of which would be similar to those discussed above for Alternative 1. There would be localized impacts associated with temporary restricted access for both customers and business suppliers in the form of temporary or partial road or lane closures and reroutes along I-405, which may result in short-term potential revenue losses for the affected businesses.

This alternative would include construction of one additional general purpose or auxiliary lane in each direction of I-405. The area most affected in this expansion would be in Kirkland from NE 70th Street to NE 124th Street. Some businesses within the right-of-way of I-405 would be relocated and others along the surrounding arterials would be affected. Construction impacts on these arterials would be greater than impacts associated with I-405 improvements, and would be greater than would be experienced in Alternative 1. Businesses located along arterials may sustain negative access impacts from temporary lane closures or detours that do not allow direct access to businesses. For a business that relies on traffic volume and convenience of access for its customer base, even a short-term revenue loss could be very detrimental to the livelihood of a business.

Regional Economic Development

The effects of Alternative 2 on economic development with the central Puget Sound region and I-405 corridor would be similar to those described for Alternative 1.

3.16.4.4 Alternative 3: Mixed Mode Emphasis

Direct Property Tax Impacts

Alternative 3 would have somewhat greater property tax impacts than Alternative 1, impacts similar to Alternative 2 and the Preferred Alternative, and fewer impacts than Alternative 4.

As shown in Table 3.16-2, the direct property tax impacts in the City of Bothell would represent approximately four percent of the total property tax collected within the City. Alternative 3 would impact the total property taxes collected in Newcastle by over two percent. The property tax impact for the cities of Kirkland and Renton would account for approximately one percent of the total property taxes collected in the cities. All of the other affected jurisdictions would have direct property tax impacts of less than one percent.

Localized Business Impacts

Alternative 3 would have greater localized business impacts than Alternatives 1 and 2, but less than Alternative 4. There would be substantial construction impacts to businesses as a result of basic I-405 improvement projects, new arterials, HOV arterials and interchanges, and construction of two additional general purpose lanes in each direction of I-405. Many of the construction impacts along the arterials discussed as part of Alternative 2 would also be present along these arterials.

Alternative 3 would have greater impacts to local businesses located along arterials than would the other action alternatives. Businesses would be impacted by grade separations of arterial improvements throughout the I-405 corridor and into surrounding areas. Some businesses along arterials in Redmond, Kirkland, and Bellevue may be cut off from market and consumer access and may be forced to cease operation or relocate as HOV arterials are expanded into established business sectors or in areas where a business serves a certain niche that may not exist elsewhere.

The two additional general purpose lanes would extend along the entire I-405 corridor. This would result in some impacts to businesses that are currently located on nearby arterials or at the interchanges that would accompany this expansion.

Regional Economic Development

The effects of Alternative 3 on economic development with the central Puget Sound region and I-405 corridor would be similar to those described for Alternative 1.

3.16.4.5 Alternative 4: General Capacity Emphasis

Direct Property Tax Impacts

Alternative 4 would have the largest direct property tax impact of the alternatives.

As shown in Table 3.16-2, direct property tax impacts in the City of Bothell would represent approximately seven percent of the total property tax collected within the City. Alternative 3 would impact property taxes collected in Kirkland by over three percent. The property tax impact for the cities of Newcastle, Tukwila, and Renton would account for approximately two percent of the total property taxes collected in the cities. The City of Woodinville would experience an estimated one percent reduction to overall property tax collections. All of the other affected jurisdictions would have direct property tax impacts of less than one percent.

Localized Business Impacts

Alternative 4 would result in the greatest potential impacts to local businesses. Construction impacts would include basic improvements to I-405, new arterials, and the addition of one general purpose and two express lanes in each direction and the associated access locations.

Alternative 4 would result in fewer impacts to businesses along arterials than would Alternative 3, but more impacts than Alternatives 1 or 2. The largest impact to local businesses would occur along the extensive right-of-way that would be acquired to expand the arterials. Businesses located within the right-of-way would have to relocate and some businesses along arterials in Kirkland and Tukwila could be impacted from grade separations and could be cut off from market and consumer access.

The impact that differentiates Alternative 4 from the other action alternatives would be the construction of the new express lanes and one added general purpose lane in each direction along the I-405 corridor. The areas most likely affected by the new lanes would be along State Route (SR) 522 to SR 527 in Bothell and Snohomish County, and in Kirkland. There would be substantial localized impacts near expressway access locations in the business districts of Renton, Tukwila, and Kirkland.

Regional Economic Development

The effects of Alternative 4 on economic development with the central Puget Sound region and I-405 corridor would be similar to those described for Alternative 1.

3.16.4.6 Preferred Alternative:

Direct Property Tax Impacts

The Preferred Alternative would have property tax impacts on the overall region that are slightly higher than those of Alternative 3. Individual communities might experience a minor increase or decrease in direct impacts due to the differences in projects when compared to Alternative 3. The increases, however, are not expected to be substantial.

As shown in Table 3.16-2, the direct property tax impacts associated with the Preferred Alternative for the following cities are expected to increase slightly when compared to Alternative 3: Bellevue, Kirkland, Newcastle, Bothell, Kent, Redmond, Mill Creek, Tukwila, and Renton. The total property tax impact for the City of Kenmore will likely decrease due to the removal of projects under the Preferred Alternative. All other affected jurisdictions would experience property tax impacts that are similar to Alternative 3.

Localized Business Impacts

The Preferred Alternative would have localized business impacts that are somewhat greater than those of Alternative 3. The largest impact to local businesses would occur along the right-of-way that would be acquired to expand the arterials. Businesses located within the right-of-way would have to relocate, and some businesses along arterials in Kirkland, Redmond, Bothell, and Tukwila could be impacted by grade separations that would reduce access and visibility.

Compared to Alternative 3, the expanding arterial capacity would result in a slight improvement in mobility and access for businesses in some areas of Redmond, Bothell, Woodinville, and Tukwila.

Regional Economic Development

The effects of the Preferred Alternative on economic development with the central Puget Sound region and I-405 corridor would be similar to those described for Alternative 3.

3.16.5 Mitigation Measures

Mitigation for the No Action Alternative projects are or will be addressed through the environmental analysis, documentation, and review completed for those projects. No additional mitigation measures are necessary.

Although the effects on business may be locally substantial, none of the action alternatives would have regionally substantial adverse economic impacts that would require mitigation.